



Goals and Objectives Analysis

Prepared for:

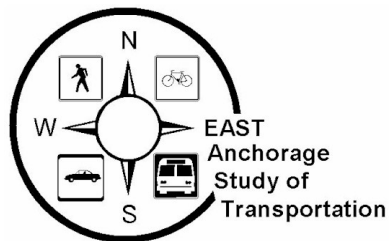
Alaska Department of Transportation & Public Facilities

and

Municipality of Anchorage

Prepared by:

HDR Alaska, Inc.



August 2002

Table of Contents

1.0 INTRODUCTION	1
STUDY OVERVIEW	1
REPORT OVERVIEW	2
2.0 GOALS & OBJECTIVES.....	3
INTRODUCTION	3
FEDERAL TRANSPORTATION GOALS & OBJECTIVES	4
THE TRANSPORTATION EQUITY ACT FOR THE 21 ST CENTURY (TEA-21)	4
TEA-21: Seven Planning Areas	4
FEDERAL TRANSIT ADMINISTRATION STRATEGIC PLAN.....	5
Federal Transit Administration's mission:	5
FTA Strategic Goals	5
FEDERAL HIGHWAY ADMINISTRATION 1998 NATIONAL STRATEGIC PLAN.....	6
FHWA Vision.....	6
FHWA Mission.....	6
FHWA Strategic Goals	6
FHWA Strategic Objectives.....	6
ALASKA TRANSPORTATION GOALS & OBJECTIVES.....	8
DRAFT VISION 2020 UPDATE STATEWIDE TRANSPORTATION POLICY PLAN	8
Alaska Transportation Policies	8
Alaska Transportation Objectives.....	8
LOCAL GOALS & OBJECTIVES.....	14
ANCHORAGE 2020.....	14
Transportation and Land Use Goals.....	14
Design and Environment Goals	15
Public Improvements & Services Goals	15
General Goals	15
Transportation Improvements.....	16
How does Anchorage 2020 address transportation improvements?	16
Policy “Sideboards” Articulated in Anchorage 2020.....	17
2001 LONG RANGE TRANSPORTATION PLAN	19
Overview.....	19
LRTP Mission Statement.....	20
LRTP Goals	20
LRTP Objectives.....	20

EAST POLICY GUIDANCE.....	21
4.0 REFERENCES	27

List of Acronyms

ADA	Americans with Disabilities Act
AMATS	Anchorage Metropolitan Area Transportation Solutions
AMHS	Alaska Marine Highway System
DOT&PF	Alaska Department of Transportation and Public Facilities
EAST	East Anchorage Study of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal year
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LOS	Level of service
LRTP	Long Range Transportation Plan
MOA	Municipality of Anchorage
NHS	National Highway System
NAAQS	National Ambient Air Quality Standards
PFC	Passenger Facility Charge
TEA-21	Transportation Equity Act for the 21 st Century
TRAAK	Trails and Recreational Access for Alaska
USDA	United States Department of Agriculture
VMT	Vehicle miles traveled

1.0 Introduction

Study Overview

The objective of the East Anchorage Study of Transportation . . .

Find long-range solutions to travel mobility within and through East Anchorage.

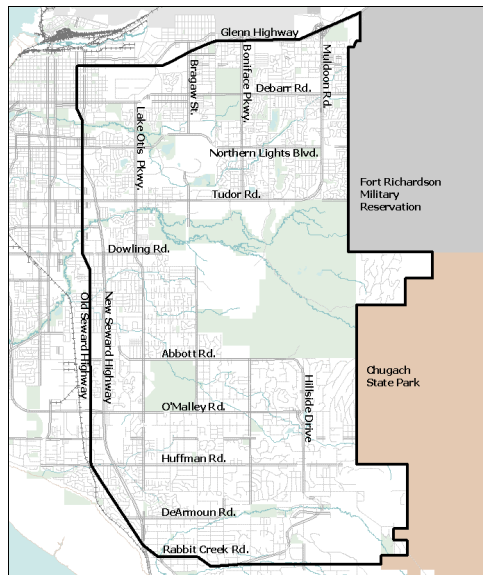


Figure 1: East Anchorage Study Area

State and local officials commissioned the East Anchorage Study of Transportation (EAST) to examine transportation improvements for the East Anchorage study area.¹ The study's objective was to identify current problems; forecast future transportation demands and deficiencies (through the year 2023); and then analyze approaches to improve our ability to travel safely and efficiently within and through the study area. The study focused on accessibility, mobility, and public safety, as well as relieving congestion at major eastside intersections. The end product will provide data and analysis to help plan future public transportation, sidewalk, trail, and road improvements. Findings from EAST will be used, in part, to prepare Anchorage's long-range transportation plan (LRTP). The following list highlights EAST study phases:

- Transportation and Mobility Data Gathering and Analysis
 - Collect Background Data
 - Analyze Background Data
 - Forecast Future Development Patterns and the Demand, Supply, and Performance of the Transportation System.
- Problem Identification and Study Objectives
 - Formulate Study Objectives
 - Identify Problems and Needs
 - Identify Community Goals and Objectives
- Alternative Development and Evaluation
 - Develop Evaluation Criteria
 - Develop Alternatives
 - Evaluate Alternatives
- Study Recommendations

This document presents community goals and objectives identified by the study team that will be used to guide the study.

¹ Defined as the geographic area bounded by the Glenn Highway to the north, Rabbit Creek Road to the south, the Old Seward Highway to the west, and the Ft. Richardson Military Reservation and Chugach State Park to the east.

Report Overview

A key objective of this report is to establish a framework to ensure that the study's analysis is consistent with and that the results will be useful as a means of implementing "Anchorage 2020," the comprehensive plan for the Anchorage Bowl.

Community development, transportation, and land use are integrally linked. To develop a transportation system that supports the community's vision for growth, it is important to identify and articulate the relationship between development, transportation, and land use goals. This effort entails reviewing previous planning efforts and historic development patterns to identify the decisions, goals, and objectives from those plans and actions that have brought us where we are today. This effort also involves reviewing current plans to identify and articulate future goals and objectives for community development and transportation in the study area. "Anchorage 2020," (MOA 2001) the Municipality of Anchorage's comprehensive plan, provides an important base upon which to develop this transportation study.

Essentially, this type of review presents a set of policy "sideboards," or constraints (with topics ranging from land use, to transportation, to open space) that will guide the team and the public during the development of performance measures and evaluation criteria, alternatives, and recommendations.

The objectives for this review include:

- Review past and current plans and resource documents for goals, objectives, and guiding principles related to development, transportation, and land use in or affecting East Anchorage.
- Work with the public and decision-makers to refine community development and transportation goals and objectives for the study area.
- Share goals and objectives with residents and decision-makers.

2.0 Goals & Objectives

Introduction

In a study involved with planning for the future, framing the issues through problem identification and realistic goals and objectives is critical. How problems are framed shapes the nature of the solutions and the criteria upon which those solutions will be judged. The purposes of this section are to identify goals and objectives for East Anchorage's future transportation system, to help ensure that the future transportation system will facilitate our achievement of those goals.

This section outlines the existing goals and objectives guiding transportation improvements and planning at the federal, state, and local levels.

Federal Transportation Goals & Objectives

The Transportation Equity Act for the 21st Century (TEA-21)

On June 9, 1998, the President signed into law, the Transportation Equity Act for the 21st Century (TEA-21). This bill is the basis by which all federally funded transportation plans are conducted. It authorized highway, safety, transit, and other surface transportation programs for the next six years. TEA-21 built upon the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). TEA 21 combines the continuation and improvement of popular ISTEA programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation (FHWA July 1998).

Under TEA-21, the core metropolitan and statewide transportation planning requirements are described. These requirements emphasize the role of state and local officials, in cooperation with transit operators, in tailoring planning processes to meet metropolitan and state transportation needs. The key change related to planning goals and objectives was that TEA-21 consolidated the 16 metropolitan and 23 statewide planning "factors" into seven broad "areas" to be considered in the planning process. A new section exempts plans, transportation improvement plans, project, or strategy, and certification actions from legal review for failure to consider any one of the "areas" (FHWA May 1998). These seven areas are important considerations for EAST because federal funding plays a role in Anchorage's transportation development and Anchorage's status as an air quality nonattainment area.

TEA-21: Seven Planning Areas

The seven planning "areas" are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

Federal Transit Administration Strategic Plan

Federal Transit Administration's mission:

"Provide leadership, technical assistance and financial resources for safe, technologically advanced public transportation which enhances all citizens' mobility and accessibility, improves America's communities and natural environment, and strengthens the national economy" (FTA March 1998c).

FTA Strategic Goals

The Federal Transit Administration's (FTA) strategic plan recognizes that transit is a critical element in our overall transportation system. According to the FTA:

"Transit increases basic mobility for millions of Americans, provides congestion relief, and promotes livable communities. Transit benefits the more than 80 million Americans who live in transit intensive metropolitan areas. Over 32 million senior citizens living in both rural areas and cities increasingly rely on transit. There are 24 million individuals with disabilities who need transit to maintain their independence and participate fully in society, and there are 37 million people living below the poverty level who must rely on transit. All of these people view transit as the vital link that connects them to jobs, shopping, education, health care, and American society in general" (FTA March 1998a).

While the provisions found in TEA-21 speak rather generally of planning across all modes, the Federal Transit Administration has put together a series of strategic goals pertinent to transit development. These goals encompass nationwide strategies for service delivery from the FTA, and set up a framework for proposed People Mover services. The FTA strategic goals (FTA March 1998b) are:

- **Safety and Security** - Promote the public health and safety by working toward the elimination of transit-related deaths, injuries, property damage and the improvement of personal security and property protection.
- **Mobility and Accessibility** - Shape America's future by ensuring a transportation system that is accessible, integrated, efficient, and offers a flexibility of choice.
- **Economic Growth and Trade** - Advance America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.
- **Human and Natural Environment** - Protect and enhance communities and the natural environment affected by transit.
- **Quality Organization** - Ensure a quality organization that is responsive to employees' needs, empowers its employees, and provides excellence in customer service.

**Federal Highway
Administration
1998 National Strategic Plan**

The FHWA has also published a strategic planning document to help guide the agency on its mission to improve the quality of America's highway system and intermodal connections (FHWA January 1998a). The FHWA strategic plan establishes the priorities and direction for its contributions to the nation's highways and national transportation system. The strategic plan sets out long-term programmatic, policy, and management goals and planned accomplishments. The strategic plan also provides an opportunity to bring together government, industry, academia, and other stakeholders to work toward a shared vision. Because of Anchorage's reliance of federal highway funding for transportation development and the importance of the National Highway System (NHS) routes through Anchorage, these strategic goals, while intended to guide a national agency, are also applicable to the EAST study.

FHWA Vision

According to the strategic plan, the FHWA's vision is to "create the best transportation system in the world" (FHWA January 1998b).

FHWA Mission

Its mission is to "continually improve the quality of our Nation's highway system and its intermodal connections."

The FHWA carries out this mission by providing "leadership, expertise, resources and information... to enhance the country's economic vitality, the quality of life, and the environment." More specifically, the FHWA directly administers a number of highway transportation activities including "standards development, research and technology, training, technical assistance, highway access to federally owned lands and Indian lands, and commercial vehicle safety enforcement." It also works with other agencies to "facilitate the strategic development and maintenance of State and local transportation systems as effective and efficient elements of the national intermodal transportation system" (FHWA January 1998c).

FHWA Strategic Goals

Mobility: *Continually improve the public's access to activities, goods, and services through preservation, improvement, and expansion of the highway transportation system and enhancement of its operations, efficiency, and intermodal connections.*

Safety: *Continually improve highway safety.*

FHWA Strategic Objectives

FHWA's strategic objectives pertaining to a number of topics are included below.

- Preserve and enhance the infrastructure of federal-aid highways with emphasis on the NHS.
- Improve the operation of the highway systems and intermodal linkages to increase transportation access for all people and commodities.
- Minimize the time needed to return highways to full service following disasters.

- Reduce the number of highway-related fatalities and injuries.

Productivity: *Continuously improve the economic efficiency of the Nation's transportation system to enhance America's position in the global economy.*

Human and Natural Environment: *Protect and enhance the natural environment and communities affected by highway transportation.*

National Security: *Improve the Nation's national defense mobility.*

(FHWA 1998d)

- Improve the economic efficiency of highway transportation.
- Improve the return on investment of the highway system.

- Enhance community and social benefits of highway transportation.
- Increase public satisfaction with highway systems and highway projects as a beneficial part of their community (to be measured through surveys).
- Improve the quality of the natural environment by reducing highway-related pollution and by protecting and enhancing ecosystems.

- Improve the capacity and operation of the highway system to support mobilization (FHWA January 1998d).

Alaska Transportation Goals & Objectives

Draft Vision 2020 Update Statewide Transportation Policy Plan

Presently, the State of Alaska is updating a visioning and policy plan to guide public decision making for transportation projects on a statewide basis. The following goals and objectives are excerpted from the Statewide Transportation Policy Plan (DOT&PF March 2002).

Alaska Transportation Policies

Policy 1 System Character. *Develop intermodal facilities and connections to ensure that Alaska's transportation system is safe, integrated, coordinated, cost-effective, and energy-efficient, considering all modes of transportation (p. 11).*

- ❖ Note: Objectives marked with this symbol are most directly relevant to EAST.

Alaska Transportation Objectives

- Develop multimodal Area Transportation Plans for Southwest Alaska, Northwest Alaska, and the Interior.
- Work with the Alaska Railroad Corporation to update the Alaska Rail Plan.
- ❖ Accommodate bicycle and pedestrian travel in the design and construction of all highway projects.
- Periodically review and update the Alaska Bicycle and Pedestrian Plan.
- ❖ Continue to identify road, trail, harbor, marine highway, and aviation improvements in the Needs List.
- Add fast ferries and upgrade existing ferries to improve system efficiency.
- ❖ Support the development of the Alaska Trails System and the associated statewide trails map.
- Improve connections between rural communities when it is warranted by both need and community support.
- Provide aviation facilities and ferry services to communities with no modal alternatives.
- Install permanent winter trail markings between villages in remote areas.
- Construct boardwalks, sanitation roads, and other remote roads and trails in villages and rural communities under the Community Transportation Program.
- ❖ Improve the connections between transportation modes and improve the coordination and integration of passenger and freight systems and services.
- ❖ Fund some transit capital improvement projects by transferring federal highway funds to the transit program.
- ❖ Prioritize those capital improvement projects with the ability to sustain mobility, health, and safety within Alaskan communities.
- ❖ Implement fully the Highway Safety Improvement Program.
- ❖ Improve road and rail access to the Port of Anchorage.
- Foster coordinating transportation planning among organizations and agencies at the community level, designed to establish public transit systems in rural areas where no public transportation currently exists. Give priority to transit projects resulting from this coordination during project evaluation.
- Implement the Alaska Aviation Coordination Council Strategic Plan (FY 2000-2004) to provide a safe and efficient Alaska air transportation infrastructure. This plan provides minimum safe runway lengths, safety equipment and navigational aids, and improved weather communications for all of Alaska's state-owned and operated airports.
- ❖ Provide funding for the Alaska Highway System, those routes not on the National Highway Systems but that also serve the economic and general welfare of the state as a whole rather than the transportation needs of specific communities (pp. 13-14).

Policy 2 System Character. *Develop and improve the transportation system in a way that preserves and enhances Alaska's human history and takes advantage of Alaska's unique global position (p. 11).*

Policy 3 System Character. *Bring Alaska's National Highway System up to modern standards (p. 11).*

Policy 4 Economic Development. *Plan and accomplish transportation and economic development projects by partnering early with communities, organizations, private and commercial organizations, and federal and state agencies (p. 11).*

- ❖ Note: Objectives marked with this symbol are most directly relevant to the EAST study.

- Promote Trails and Recreational Access for Alaska (TRAAK) projects that incorporate intrinsic historic values.
- Pursue discretionary funding each year for the federal Scenic Byways Program.
- Implement the Gateway Alaska Initiative to accomplish a series of highway and airport improvements at the Ted Stevens Anchorage International Airport, investing in our unique global position (p. 14).

- ❖ Fund on an annual basis a program to upgrade NHS routes to national standards (p. 14).

- ❖ Institute environmental streamlining practices by providing environmentally responsible transportation improvements in a timely manner, within project budgets, involving all relevant agencies and interests early in the decision making process.
- Facilitate the development of harbor projects through the State Harbors Program.
- Coordinate the TRAAK program with the Departments of Natural Resources, Fish and Game, and Community and Economic Development, National Park Service, Bureau of Land Management, USDA Forest Service, Federal Highway Administration, and the Federal Transit Administration.
- Participate in the Alaska Land Managers Forum, a partnership of federal, state, and Native land managers established to address issues that cross ownership boundaries, initially focusing on tourism and related land management issues.
- Involve communities and stakeholders at all stages of schedule development for the Alaska Marine Highway System (AMHS).
- Participate along with federal agencies (USDA Forest Service, Bureau of Indian Affairs, National Park Service) in the Federal Lands Highways Program.
- ❖ Use the Alaska Transportation Infrastructure Bank to provide loans to state and local governments for revenue-generating public highway and transit programs as appropriate.
- ❖ Continue to work with other state agencies on a project-by-project basis to improve coordination.
- ❖ Participate with other partner organizations and individuals as an active member of the Alaska Mobility Coalition whose mission is to advocate for adequate funding for coordinated community public transportation.
- Pool resources and coordinate project schedules with other state and federal agencies to achieve economies of scale and minimize mobilization and administrative costs.
- Participate in the Coastal Policy Council, which provides general program oversight, brings together representatives from several state agencies and includes members representing local governments (pp. 14-15).

Policy 5 Economic Development. *Provide new access to communities and resources only when compelling public need is shown and when economically, socially, or environmentally justified, taking into account diverse public values (p. 11).*

Policy 6 Public Involvement. *Involve all Alaskans and potentially affected communities proactively and continuously in the entire transportation planning, design, construction, and maintenance process to ensure that policies and projects reflect public knowledge, needs, and values (p. 11).*

Policy 7 Public Involvement. *Effectively provide timely and accurate public information about department responsibilities, accomplishments, available resources, and constraints (p. 11).*

Policy 8 Livability. *Coordinate transportation planning with local land use planning to the benefit of local quality of life as expressed in community values and goals (p. 11).*

- ❖ Note: Objectives marked with this symbol are most directly relevant to the EAST study.

- Pursue new public road access only with community support and in compliance with the long-term land management and development goals of affected communities.
- Use the Area Transportation Plan process to address movement between communities in the region and from the region to points beyond (p. 15).
- ❖ Involve Alaskans in the development of statewide and area plans and statewide capital improvement programs and to help build public confidence in the agency's planning process.
- ❖ Involve citizens and stakeholders groups, such as the TRAAK Citizens Advisory Board, the Vision: 2020 Policy Advisory Committee, the advisory committees for the Area Plans, and the AMHS schedule review team, in transportation decision-making.
- ❖ Vigorously employ the revised Public Involvement Procedure.
- ❖ Make the department's Internet website user-friendly and informative. Take advantage of electronic technology to better inform and communicate with the public, potential contractors, and other transportation stakeholders (p. 15).
- ❖ Conduct public outreach at forums of statewide significance, such as the Alaska State Fair and annual conventions of the Alaska Municipal League, the Alaska Federation of Natives, and others.
- ❖ Make the department's Internet website user-friendly and informative. Take advantage of electronic technology to better inform and communicate with the public, potential contractors, and other transportation stakeholders.
- ❖ Develop and implement an outreach program to more fully educate the public and legislators about the department and its challenges (pp. 15-16).
- ❖ Participate as a member of the Anchorage Metropolitan Area Transportation Study (AMATS) for planning in Anchorage.
- ❖ Accommodate bicycle and pedestrian travel in the design and construction of all road projects to improve quality of life in Alaska's communities.
 - Construct TRAAK projects to enhance mobility and recreation for residents and visitors.
 - Sponsor training classes on land use and transportation coordination for local governments, planning departments and interested citizens.
- ❖ When planning waysides or other facilities in the highway right-of-way, identify and consider impacts to adjacent landowners.
- ❖ Coordinate transportation and land use to the maximum extent by involving local communities in transportation decisions (p. 16).

Policy 9 Livability. *Strive to preserve the natural beauty of the state and limit the negative environmental, social, economic, and human health impacts of transportation improvements (p. 11).*

- ❖ When constructing new facilities, identify new transportation corridors which will pose as few negative environmental impacts as possible; evaluate environmental impacts of transportation for a prospective transportation corridor, as in a land use plan.
- Favor transportation projects that meet environmental readiness, either because they are categorically approved for permits, or because an Environmental Assessment or Environmental Impact Statement has been completed for the project.
- ❖ Review local coastal resource district management plans as they are updated. Incorporate provisions applicable to transportation projects and maintenance operations into preconstruction and maintenance procedures.
- Designate segments of Alaska's roadways to the national Scenic Byways system.
- ❖ Address specific environmental impacts and general impacts in the pre-construction phase when possible in order to ensure that all mitigation or commitments made in the National Environmental Policy Act (NEPA) process is incorporated in the final project design.
- ❖ Give priority to transit projects that are listed in the State Implementation Plan for clean air.
- Use environmentally safe de-icers at all state owned and maintained airports (p. 17).

Policy 10 Livability. *Strive to ensure that the benefits of transportation improvements are gained by all of Alaska's citizens, regardless of income or ethnicity (p. 11).*

- ❖ Encourage the participation of diverse groups and interests in transportation decision-making.
- Make transportation investment decisions equitably across Alaska according to need.
- Participate in the Coastal Policy Council, which provides general program oversight, brings together representatives from several state agencies and includes members representing local governments (p. 17).

Policy 11 Livability. *Along with economic costs and benefits, consider both positive and negative intangible values, including aesthetics, when making major transportation investments (p. 11).*

- Maintain TRAAK Project Evaluation Criteria to promote projects that improve both quality of life in communities and intrinsic or aesthetic values.
- Designate segments of Alaska's roadways to the national Scenic Byways system.
- ❖ When making transportation improvement in communities, incorporate designs that promote community livability (p. 17).

Policy 12 Livability. *Ensure that all department projects and facilities are fully compliant with the Americans with Disabilities Act (ADA) (p. 11).*

- ❖ Perform ADA review on all project designs.
- Initiate ADA retrofit projects (p. 17).

- ❖ Note: Objectives marked with this symbol are most directly relevant to the EAST study.

Policy 13 Livability. *Provide transportation enhancements such as rest areas, waysides, trailheads, and trails for residents and visitors (p. 11).*

Policy 14 Funding. *Make transportation investment decisions based on statewide assessment of transportation needs for surface transportation, marine highways, ports and harbors, and aviation (p. 11).*

Policy 15 Funding. *Reduce long-term maintenance and operational costs through incorporation of new technologies, improvement of sub-standard roads, and other strategies (p. 11).*

- ❖ Note: Objectives marked with this symbol are most directly relevant to the EAST study.

- ❖ Accommodate bicycle and pedestrian travel in the design and construction of all road projects.
- Favor TRAAK projects that improve the continuity or frequency of rest areas (p. 17).
- Select projects prioritized by the Pavement Management System for state-maintained paved roads.
- Select bridge improvement projects based on evaluation by the Bridge Management System.
- Use separate Project Evaluation Criteria for Remote Roads and Trails; revise these criteria in response to public comment as appropriate.
- ❖ Select capital improvement projects using statewide project evaluation criteria that are based on policies in *Vision: 2020*, the Statewide Transportation Plan.
- Direct some federal funding to the Alaska Highway System to ensure that important non-NHS highways are maintained and upgraded to adequate safety standards.
- Advocate for a state-funded transportation capital program.
- ❖ Give priority to projects where a preponderance of public record, including a resolution from the local elected body, shows support for the project (pp. 17-18).
- Put a hard surface onto gravel roads to reduce long-term maintenance costs.
- ❖ In project evaluation, reward project sponsors (local governments, user groups, other agencies) for assuming maintenance responsibilities for projects.
- Reduce energy costs for state-owned buildings and facilities.
- Utilize the Vessel Condition Survey to identify projects that will provide the maximum reduction to long-term maintenance and operational costs of AMHS vessels.
- Take care of long-term maintenance needs through the Extended Maintenance Program for AMHS vessels.
- ❖ Employ new technologies and new approaches in maintenance and operations as appropriate.
- Utilize weigh stations in meeting statewide transportation goals and objectives.
- Use chip seals and hi-float asphalt in areas of light traffic, permafrost, and unstable sub-bases.
- Where feasible, shift from conventional ferry service to fast-ferry service to provide more frequent service and lower long-term operating and maintenance costs.
- Transfer ownership and/or maintenance responsibilities for roads, airports, ports and harbors to local governments, where feasible.
- Adopt a Maintenance Accountability Process as a standard statewide method to determine highway maintenance priorities (p. 18).

Policy 16 Funding. *Provide adequate operation and maintenance of the transportation system; advocate for and develop mechanisms that provide sufficient and stable levels of funding (p. 11).*

Policy 17 Funding. *Urge continued federal funding contributions commensurate with Alaska's federal land ownership and impacts (p. 11).*

- Prioritize capital improvements that reduce maintenance requirements.
 - Develop a mechanism for collecting tolls on selected facilities.
 - Develop private and public partnerships in transportation improvements; (e.g., Red Dog Mine, Klondike Industrial Use Highway).
 - Institute Passenger Facility Charges (PFCs) at appropriate airports.
 - Support using a portion of the current marine fuel tax revenues to fund major repair and replacement of ports and harbors.
 - Consider supporting an increase in state gas taxes that are dedicated to transportation capital and operating needs (pp. 18-19).
-
- Where federal land-managing agencies specifically benefit from transportation improvements, request federal contributions during project planning and development (p. 19).

❖ Note: Objectives marked with this symbol are most directly relevant to the EAST study.

Local Goals & Objectives

Anchorage 2020

The Anchorage 2020 Comprehensive Plan (MOA 2001) was a local effort to take some of the newer planning principles and find appropriate ways to implement them in Anchorage to produce results like enhanced livability and greater use of alternative travel modes. Spurred by continuing growth within the Municipality, growing concerns about available land, and increasing traffic congestion, the Municipality embarked upon development of Anchorage 2020. The result is a dynamic, leading edge, policy framework for guiding growth and development within the Anchorage Bowl. The plan was adopted by municipal ordinance on February 20, 2001. As a result, the goals and objectives articulated in the plan have strong community support and create an excellent framework for EAST analysis.

Transportation and Land Use Goals

The land use and transportation goals address the designation of land for various private and public uses, and how they are connected. The plan identifies the following transportation and land use goals:

- **Residential Uses:** A variety of housing types and densities in safe, attractive neighborhoods that offer a choice of urban, suburban, and rural lifestyles that are appropriate for northern conditions and are in harmony with our natural setting.
- **Commercial, Industrial, Institutional, and Transportation Uses:** A balanced supply of commercial, industrial, institutional, and transportation land uses which is compatible with adjacent land uses and has good access to transportation networks.
- **Mobility and Access:** A transportation system, based on land use, which moves people and goods safely, conveniently, and economically, with minimal adverse impact on the community.
- **Transportation Choices:** An efficient transportation system that offers affordable, viable choices among various modes of travel that serve all parts of the community.
- **General Land Use Issues:** A forward-looking approach to community growth and redevelopment (pp. 37-38).

	<p>In addition to the above goals, Anchorage 2020 endorsed the goals below to guide long-range transportation development.</p>
<i>Design and Environment Goals</i>	<ul style="list-style-type: none"> ▪ Neighborhood Identity and Vitality: A variety of safe, pleasant, and distinctive neighborhoods responsive to the diverse needs of residents, with good access to schools, recreation, natural areas, and community facilities. ▪ Transportation Design and Maintenance: A safe, energy-efficient transportation system that is designed and maintained for year-round use and that respects the integrity of Anchorage’s natural and built northern environment. ▪ Economic Viability: A built environment based on design standards that sustain long-term economic viability and growth and that promote affordable residential, commercial, and industrial development. ▪ Air Quality: Clear healthful air that is free of noxious odors and pollutants (pp. 38-39).
<i>Public Improvements & Services Goals</i>	<ul style="list-style-type: none"> ▪ Community Facilities: A well-planned mix of public and institutional facilities that meet the health, education, governmental, and social needs of all citizens. ▪ Parks, Trails, and Recreation: A sustainable and accessible system of recreation facilities, parks, trails, and open spaces that meets year-round neighborhood and community-wide needs. ▪ Arts and Culture: A community that encourages arts and cultural activities as a catalyst for education, communication, economic development, and social progress (p. 38).
<i>General Goals</i>	<ul style="list-style-type: none"> ▪ Civic Involvement: A civic community that encourages public involvement in decision-making. ▪ Natural Hazards: Coordinated and proactive public policies, emergency plans and procedures, and educational programs that minimize the risk to the community from natural hazards and disasters. ▪ Safety. A community where people and property are safe (p. 41). <p>The above goals directly pertain to the EAST planning area and will be factored into EAST’s alternatives development and evaluation.</p>

Transportation Improvements

***How does Anchorage 2020
address transportation
improvements?***

According to Anchorage 2020:

“Because major roads, highways, and trails serve and help shape our community, they must be coordinated with land development. Road rights-of-way are a major land use—about 9,300 acres or almost 20 percent of developed land in the Anchorage Bowl. Safe, efficient movement of people and goods throughout town is vital to the quality of life and the local economy” (p. 48).

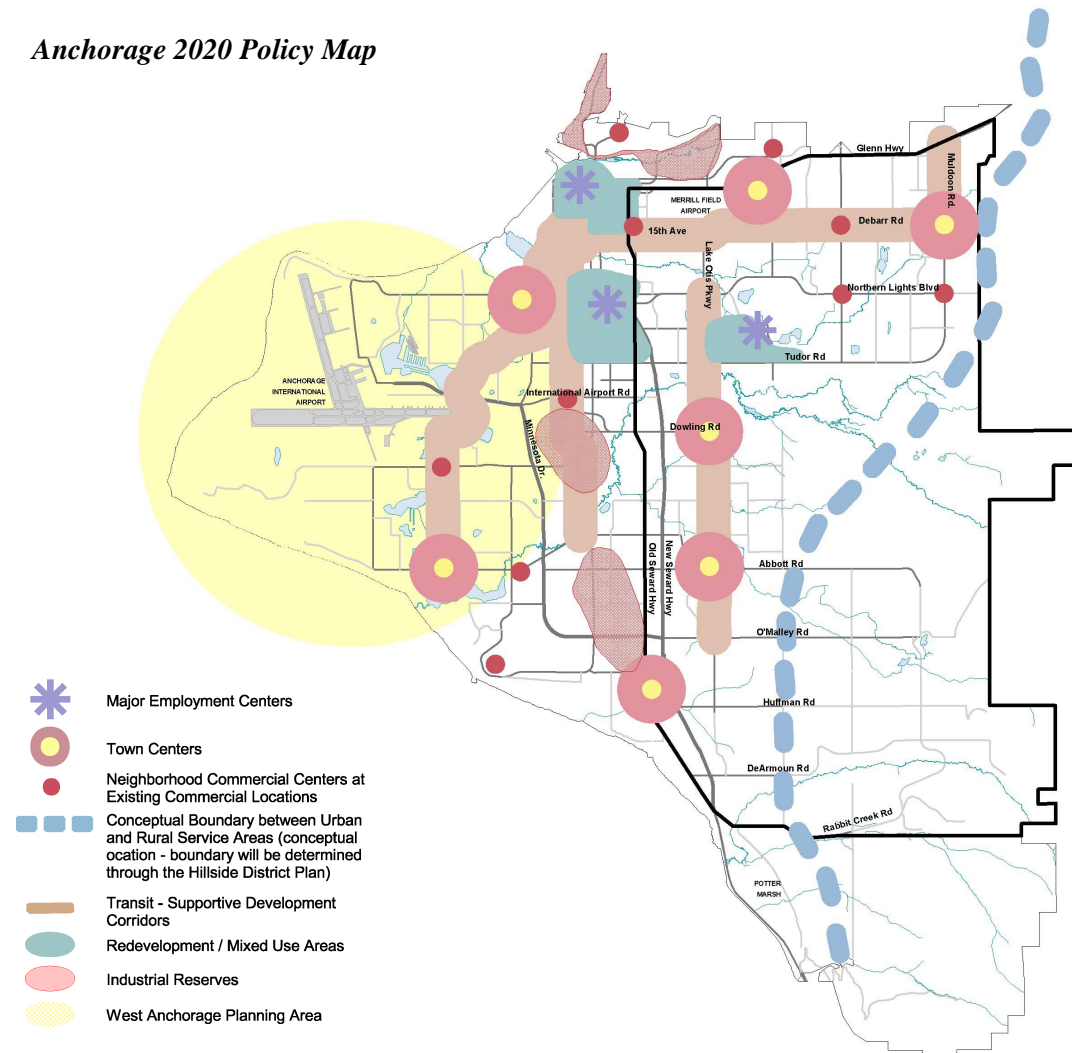
Anchorage 2020 provides the following guidance on making transportation improvements. Along with the goals stated above, these objectives will help guide EAST’s development of alternatives and evaluation of those alternatives.

- Transportation improvements will be balanced among transit, pedestrian, and road improvements.
- Depending on the outcomes of major investment studies and other transportation studies, improvement may be made to selected east-west and north-south arterials.
- Transit frequency is increased and routes are expanded.
- Transit supportive development corridors, pedestrian-accessible developments, and multi-modal roadways and trail networks are promoted.
- Freight movement is facilitated throughout the community, especially among the port, international airport, railroad, and industrial reserves.
- Streetscape standards revitalize road corridors for all users.
- Commuter rail and inter-modal transit services tie Anchorage to outlying communities.
- Neighborhood through-traffic movements are minimized (p. 48).

Policy “Sideboards” Articulated in Anchorage 2020

- An **Employment Center** is a focal point for the highest concentrations of office employment and affects travel patterns because employment is concentrated in one area of a community. These areas would be assumed to have a pedestrian-oriented environment.
- A **Town Center** is a focus of community activity for smaller subareas of Anchorage and should include a mix of retail, public facilities, and residential areas. This affects travel patterns due to medium to high residential densities and a mix of other services available coupled with a pedestrian-oriented environment.
- **Transit-Supportive Development Corridors** tie major elements of the Land Use Policy map together and link town centers to employment centers—these have a distinct effect on travel patterns in an area because they are linking areas that are intended to centralize community activity. These areas would be assumed to have a pedestrian-oriented environment.
- **Redevelopment/Mixed Use** areas have been identified near all major employment centers; the goal is to have medium to high residential densities in these areas so that people live closer to where they work, coupled with a pedestrian-oriented environment.

Anchorage 2020 Policy Map



As part of the study, the EAST team has been asked to examine the implications of the changed policy guidance articulated in Anchorage 2020. The team committed to looking to Anchorage 2020 for its guidance in developing and evaluating alternatives and to make sure the alternatives that are examined in EAST are consistent with Anchorage 2020. This section lays out the specific policy language from Anchorage 2020 that establish the “sideboards” for EAST.

Policy 30 of Anchorage 2020 presents the most direct guidance on the range and mix of alternatives to be examined. It states:

Transportation and land use policies and programs shall include:

- a) Multi-modal and intermodal access including commuter rail and transit service;*
- b) Pedestrian-to-transit linkages;*
- c) Efficient and safe freight movement;*
- d) Congestion management and roadway improvements;*
- e) Optimal use of parking;*
- f) Minimization of individual and cumulative air quality impacts;*
- g) Minimizing impacts on neighborhoods; and*
- h) Adequate snow storage (p. 78).*

While much of the guidance offered by Anchorage 2020 is general in terms of how to achieve the goals of the comprehensive plan, there are several policies that are explicit. This section lays out the explicit policy bounds established by the plan. The team will not deviate outside these explicit bounds in its search for land use-transportation solutions.

- Population and housing growth will occur as per the growth allocation map (Anchorage 2020 p. 59) and Policy 3 (p. 71) by subarea in the following ranges:

	NW	NE	Central	SE	SW
New Population	15,400-19,800	13,000-18,200	13,000-18,200	12,400-18,600	11,200-16,800
New Housing Units	7,000-9,000	5,000-7,000	5,000-7,000	4,000-6,000	4,000-6,000

- Urban residential density, defined as greater than 1 dwelling unit per acre is the optimum standard in the urban services area (Anchorage 2020, Policy 8, p. 72).
- Rural density residential defined as equal to or less than 1 primary dwelling unit per acre is the optimum standard in the rural services area (Anchorage 2020, Policy 8, p. 72).
- New residential development located within ¼-mile of the street at the center of a Transit-Supportive Development Corridor shall achieve an overall average of equal to or greater than 8 dwelling units per acre area (Anchorage 2020, Policy 9, p. 72 and Policy 34, p. 79).
- Major Employment Centers will strive for concentrations of medium-to high-density office development with employment densities of more than 50 employees per acre (Anchorage 2020, Policy 23, p. 75).
- Town Centers are generally ½-mile in diameter (Anchorage 2020, Policy 24, p. 76).
- Medium to high-density residential development in and surrounding the core of a Town Center will have an overall density of 12-40 dwelling units per acre (Anchorage 2020, Policy 24, p. 76).
- Transit supportive development corridors will be assumed to have transit service with 15-minute headways during peak hour and 30-minute headways during non-peak periods (Anchorage 2020, Policy 34, p. 79).

2001 Long Range Transportation Plan

Overview

Since 1991, the LRTP has received minor updates. Therefore, many of the goals and objectives excerpted below from the 2001 LRTP (MOA April 2001) are similar or the same as in the 1991 LRTP. The Anchorage Metropolitan Area Transportation Solutions (AMATS) will be undertaking a major revision to the plan in 2003 to reflect the new comprehensive plan. Nonetheless, the adoption of the 2001 LRTP after the adoption of Anchorage 2020 indicates a certain amount of compatibility of current LRTP goals with the goals and objectives articulated in the comprehensive plan.

Goals and objectives show the direction a community wants to head in the future. The six goals from the LRTP are not listed in priority order; rather, each has its own importance in the evaluation of transportation development. The intent of these goals and objectives is to achieve the plan's mission to provide a balanced transportation system that meets the future travel demands of the community through the support of roadway, transit, and complimentary services.

Goal A deals with the impacts of transportation projects on our community. An important objective of this plan is to decrease the through-traffic use of subdivision streets that is a result of drivers trying to avoid the congestion on the arterial street system. A concern voiced by many during the development of the original 1991 LRTP dealt with the loss of parklands or wetlands due to right-of-way takings. Objectives A4 and A5 deal with this issue.

Goal B addresses the environmental concerns associated with the development and maintenance of a transportation system. Since Anchorage is designated as a non-attainment area for carbon monoxide, the achievement of this goal is important to the community and the physical health of its residents.

Goal C deals with the provision of a transit system that will be a viable alternative to the automobile by including frequent service within the employment and housing areas of higher density development.

The aim of Goal D is to reduce the demand for peak-hour trips. The objectives deal with reducing trips on the roadway system through municipally coordinated efforts at the employer level.

Goal E addresses the roadway network needs for the area. It defines the level of service to be expected, includes measurement of system efficiency by tracking vehicle miles traveled (VMT), and provides basic growth of the system through the completion of the 1-mile arterial grid pattern adopted for the area.

The following goals and objectives are excerpted from the 2001 Anchorage Long Range Transportation Plan (MOA April 2001):

L RTP Mission Statement

L RTP Goals

Goal A. Provide a transportation system that enhances the local economic conditions and quality of life (p. 9).

Goal B. Provide a transportation system that promotes public health and improves local air quality and area environmental standards by meeting and exceeding adopted environmental criteria (p. 10).

Goal C. Develop a safe, reliable, and accessible transit system that provides a viable alternative to the automobile (p. 10).

Goal D. Increase transportation system efficiency during peak-hour periods (p. 10).

Goal E. Provide a comprehensive roadway network that moves people and goods in an economical, efficient, and safe manner (p. 11).

Goal F. Provide and maintain complimentary transportation facilities that support alternatives to car usage (p. 11).

To provide a balanced transportation system that meets the future travel demands of the community through the support of roadway, transit, and complimentary services. The transportation system should also enhance area safety, meet environmental standards, and reduce impacts on residential neighborhoods.

L RTP Objectives

- *Objective A1. Minimize neighborhood through-traffic movements*
- *Objective A2. Minimize residential relocations due to transportation projects.*
- *Objective A3. Minimize business relocations due to transportation projects.*
- *Objective A4. Minimize project impacts on parklands.*
- *Objective A5. Minimize project impacts on wetlands (p. 9).*

- *Objective B1. Reach and maintain National Ambient Air Quality Standards (NAAQS) (p. 10).*

- *Objective C1. Increase public transit ridership by 200 percent.*
- *Objective C2. Provide 15-minute peak and 30-minute off-peak headway to 80 percent of the population in the transit focus area (p. 10).*

- *Objective D1. Increase base-year peak-hour-vehicle occupancy by 20 percent through greater participation in transit, ridesharing, and van pooling programs.*
- *Objective D2. Decrease peak-hour home to work vehicle trips by 10 percent for employers with greater than 25 employees (p. 10).*

- *Objective E1. Develop a roadway network that will minimize construction and maintenance costs.*
- *Objective E2. Provide a roadway network that operates at a level of service (LOS) "D" or better for 95 percent of the projected 2010 travel demands.*
- *Objective E3. Provide an arterial within ½ mile of at least 90 percent of area households.*
- *Objective E4. Minimize growth in vehicle miles traveled (VMT).*
- *Objective E5. Maximize use of the existing system by completing the grid pattern on the collector and arterial roadway system.*
- *Objective E6. Improve non-project arterial intersection capacity by 15 percent for at least five intersections/year (p. 11).*

- *Objective F1. Provide maintained sidewalks or trails to within ¼ mile of 80 percent of the transit focus area population.*
- *Objective F2. Provide a maintained pedestrian trail network that connects 80 percent of the transit focus area population to major employment centers (p. 11).*

EAST Policy Guidance

This section summarizes how the federal, state, and local policies, goals, and objectives discussed earlier will be incorporated into EAST.

Goals and Objectives	How will it be incorporated in EAST?
<ul style="list-style-type: none"> ▪ TEA-21. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. ▪ TEA-21. Increase the safety and security of the transportation system for motorized and nonmotorized users. ▪ TEA-21. Increase the accessibility and mobility options available to people and for freight. ▪ TEA-21. Protect and enhance the environment, promote energy conservation, and improve quality of life. ▪ TEA-21. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. ▪ TEA-21. Promote efficient system management and operation. ▪ TEA-21. Emphasize the preservation of the existing transportation system. ▪ FTA - Safety and Security. Promote the public health and safety by working toward the elimination of transit-related deaths, injuries, property damage and the improvement of personal security and property protection. ▪ FTA - Mobility and Accessibility. Shape America's future by ensuring a transportation system that is accessible, integrated, efficient, and offers a flexibility of choice. 	<ul style="list-style-type: none"> ▪ The transportation system alternatives will be developed based on projections of future population and employment growth. The alternatives will be developed to accommodate the projected growth and thereby contribute to economic vitality and productivity. ▪ Safety problems will be identified and improvements incorporated into the system-wide alternatives. National standards for safety, reliability, and accessibility will be used to develop various system alternatives. ▪ A major purpose of the project is to increase accessibility and mobility for people and freight. Evaluation criteria will be developed to measure operational characteristics and mobility of the transportation alternatives. ▪ Alternatives will be developed with a conscious effort to minimize impacts to the environment. The effects on the environment of the alternatives will be evaluated with a range of evaluation criteria to allow decision-makers the ability to evaluate affects. ▪ The lack of connectivity of the existing transportation network has been identified as a problem in Anchorage and solving this problem is a goal identified at all levels of government. System alternatives will be developed to promote integration and connectivity. ▪ Maintenance responsibilities will be identified and cost estimates prepared. Transportation alternatives will examine system management and operational efficiencies that might contribute to transportation solutions. ▪ The existing transportation system will be used as a base condition. Alternatives will build from that base. ▪ Safety problems will be identified and improvements incorporated into the system-wide alternatives. National standards for safety, reliability, and accessibility will be used to develop the transit component of the various system alternatives. ▪ Evaluation criteria will be developed to measure operational characteristics, accessibility, and mobility of the transportation alternatives. All reasonable modes of transportation will be evaluated for their effectiveness in providing a balanced transportation system that offers choices for the traveling public.

Goals and Objectives	How will it be incorporated in EAST?
<ul style="list-style-type: none"> ▪ FTA - Economic Growth and Trade. Advance America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation. ▪ FTA - Human and Natural Environment. Protect and enhance communities and the natural environment affected by transit. ▪ FHWA – Mobility. Continually improve the public's access to activities, goods, and services through preservation, improvement, and expansion of the highway transportation system and enhancement of its operations, efficiency, and intermodal connections. ▪ FHWA – Safety. Continually improve highway safety. ▪ FHWA – Productivity. Continuously improve the economic efficiency of the Nation's transportation system to enhance America's position in the global economy. ▪ FHWA – Human and Natural Environment. Protect and enhance the natural environment and communities affected by highway transportation. ▪ DOT&PF - System Character. Develop intermodal facilities and connections to ensure that Alaska's transportation system is safe, integrated, coordinated, cost-effective, and energy-efficient, considering all modes of transportation. ▪ DOT&PF - System Character. Bring Alaska's National Highway System up to modern standards. ▪ DOT&PF - Economic Development. Plan and accomplish transportation and economic development projects by partnering early with communities, organizations, private and commercial organizations, and federal and state agencies. 	<ul style="list-style-type: none"> ▪ The transportation system alternatives will be developed based on projections of future population and employment growth. The alternatives will accommodate the projected growth and contribute to economic vitality through efficient and flexible transportation. ▪ Transit modes will be incorporated into the alternatives with a conscious effort to minimize impacts to the environment. The alternatives' effects on the environment of the alternatives will be evaluated with a range of evaluation criteria. ▪ The alternatives will be developed to improve the public's access to activities, goods, and services through preservation, improvement, and expansion of the highway transportation system and enhancement of its operations, efficiency, and intermodal connections. Evaluation criteria will be developed to measure transportation improvements for accessibility, mobility, efficiency, operational characteristics and connectivity. ▪ Roadway safety problems will be identified and improvements incorporated into the system alternatives. ▪ A major purpose of the study is to improve the efficiency of the transportation system in East Anchorage. Measures of the transportation system's efficiency will be used to evaluate the alternatives. ▪ The roadway improvements will be incorporated into alternatives with a conscious effort to minimize impacts to the environment. The alternatives' effects on the environment will be evaluated with a range of evaluation criteria. ▪ The EAST team will identify any intermodal facilities and connections that may be appropriate in the EAST study area. Evaluation criteria will be developed that examine alternatives' cost-effectiveness and energy efficiency. All modes of transportation with a reasonable ability to resolve identified problems will be considered. ▪ The National Highway System routes through the study area will be evaluated for compliance with NHS standards. Any improvements identified as needed to bring the routes up to standard will be identified and incorporated into the analysis. ▪ A full range of Anchorage organizations, private and commercial organizations, and federal and state agencies are part of the public involvement process. The public involvement plan is available from the "Report Archive" on the study website at www.eastanchorage.net.

Goals and Objectives	How will it be incorporated in EAST?
<ul style="list-style-type: none"> ▪ DOT&PF - Public Involvement. Involve all Alaskans and potentially affected communities proactively and continuously in the entire transportation planning, design, construction, and maintenance process to ensure that policies and projects reflect public knowledge, needs, and values. ▪ DOT&PF - Public Involvement. Effectively provide timely and accurate public information about department responsibilities, accomplishments, available resources, and constraints. ▪ DOT&PF - Livability. Coordinate transportation planning with local land use planning to the benefit of local quality of life as expressed in community values and goals. ▪ DOT&PF - Livability. Strive to preserve the natural beauty of the state and limit the negative environmental, social, economic, and human health impacts of transportation improvements. ▪ DOT&PF - Livability. Along with economic costs and benefits, consider both positive and negative intangible values, including aesthetics, when making major transportation investments. ▪ DOT&PF - Livability. Ensure that all department projects and facilities are fully compliant with the Americans with Disabilities Act. ▪ DOT&PF - Livability. Provide transportation enhancements such as rest areas, waysides, trailheads, and trails for residents and visitors. ▪ DOT&PF - Funding. Make transportation investment decisions based on statewide assessment of transportation needs for surface transportation, marine highways, ports and harbors, and aviation. 	<ul style="list-style-type: none"> ▪ The study has developed a proactive public involvement plan that will be followed throughout the study process to ensure the study reflects public knowledge, needs, and values. The public involvement plan is available from the “Report Archive” on the study website at www.eastanchorage.net. ▪ The study is committed to providing an open process with timely and accurate access to information. The study plan and public involvement plan outline the information that will be developed and how the public can provide during this process. Both documents are available from the “Report Archive” on the study website at www.eastanchorage.net. ▪ One of the primary purposes for the study is to coordinate transportation needs in the study area with future land use planning. Anchorage 2020 provides the base of information, which articulates the local quality of life as expressed in community values and goals. Much of that articulation is summarized in this document. ▪ Alternatives will be developed with a conscious effort to minimize impacts to the environment. The alternatives’ effects on the environment will be evaluated with a range of criteria intended to measure environmental, social, economic, and health impacts. ▪ The alternatives’ effects on the environment will be evaluated with a range of criteria intended to measure economic costs and benefits and, to the extent possible, will also consider both positive and negative intangible values, including aesthetics. ▪ Alternatives will be developed to be fully compliant with the Americans with Disabilities Act. ▪ Pedestrian and bicycle problems and needs will be identified and incorporated into system alternatives. The focus will be improvements that facilitate transportation, rather than recreation. ▪ As suggested in the list of objectives for this policy, EAST will look to the Statewide Evaluation Criteria to evaluate the alternatives. Also, a complete public record will be compiled as part of the public involvement effort to help decision makers evaluate capital projects that may come out of the study.

Goals and Objectives	How will it be incorporated in EAST?
<ul style="list-style-type: none"> ▪ DOT&PF - Funding. Reduce long-term maintenance and operational costs through incorporation of new technologies, improvement of sub-standard roads, and other strategies. ▪ Anchorage 2020 - Neighborhood Identity and Vitality. A variety of safe, pleasant, and distinctive neighborhoods responsive to the diverse needs of residents, with good access to schools, recreation, natural areas, and community facilities. ▪ Anchorage 2020 - Transportation Design and Maintenance. A safe, energy-efficient transportation system that is designed and maintained for year-round use and that respects the integrity of Anchorage's natural and built northern environment. ▪ Anchorage 2020 - Economic Viability. A built environment based on design standards that sustain long-term economic viability and growth and that promote affordable residential, commercial, and industrial development. ▪ Anchorage 2020 - Air Quality. Clear healthful air that is free of noxious odors and pollutants. ▪ Anchorage 2020 - Community Facilities. A well-planned mix of public and institutional facilities that meet the health, education, governmental, and social needs of all citizens. ▪ Anchorage 2020 - Parks, Trails, and Recreation. A sustainable and accessible system of recreation facilities, parks, trails, and open spaces that meets year-round neighborhood and community-wide needs. 	<ul style="list-style-type: none"> ▪ Maintenance responsibilities will be identified and cost estimates prepared. As part of the alternatives development, the team will attempt to incorporate new technologies that may help to reduce operational and maintenance costs. ▪ The land use policy map from Anchorage 2020 (MOA 2001, p. 50) forms the basis for the residential locations and densities to be input into the MOA's Anchorage Transportation Model. Improved access to schools, recreation, natural areas, and community facilities via all modes will be explored during alternatives development. ▪ Safety problems will be identified and improvements incorporated into the system alternatives. Alternatives will include improvements and design ideas that take into account Anchorage's climate. Operation and maintenance estimates will assume year-round use and maintenance. ▪ The transportation system alternatives will be developed based on projections of future population and employment growth. The alternatives will be developed that accommodate the projected growth. Design standards used for conceptual costing of alternatives will be based on policy guidance and will support vehicles, freight movement, transit, emergency services, and safe bike and pedestrian access. ▪ EAST will be using outputs from the MOA's Anchorage Transportation Model to provide conceptual-level analysis of air quality parameters to help decision-makers evaluate the alternatives. ▪ The land use policy map from Anchorage 2020 (MOA 2001, p. 50) forms the basis for the future land use input into the MOA's Anchorage Transportation Model. The Municipality relied on the policies of Anchorage 2020 (which articulate the mix of public and institutional facilities that meet the health, education, governmental, and social needs) to refine the policy map to a sufficient level to use as a baseline land use layer for the transportation model. ▪ Alternatives will be developed that explore increased accessibility to recreation facilities, parks, trails, and open spaces through all modes. The accessibility to recreation facilities, parks, and open spaces of the various alternatives will be considered.

Goals and Objectives

- **Anchorage 2020 - Civic Involvement.** A civic community that encourages public involvement in decision-making.
- **Anchorage 2020 - Natural Hazards.** Coordinated and proactive public policies, emergency plans and procedures, and educational programs that minimize the risk to the community from natural hazards and disasters.
- **Anchorage 2020 - Transportation improvements** will be balanced among transit, pedestrian, and road improvements.
- **Anchorage 2020 -** Depending on the outcomes of major investment studies and other transportation studies, improvement may be made to selected east-west and north-south arterials.
- **Anchorage 2020 -** Transit frequency is increased and routes are expanded.
- **Anchorage 2020 -** Transit supportive development corridors, pedestrian-accessible developments, and multi-modal roadways and trail networks are promoted.
- **Anchorage 2020 -** Freight movement is facilitated throughout the community, especially among the port, international airport, railroad, and industrial reserves.

How will it be incorporated in EAST?

- The study has developed a proactive public involvement plan to ensure the study reflects public knowledge, needs, and values and encourages public involvement in the study. The public involvement plan is available from the “Report Archive” on the study website at www.eastanchorage.net.
- Public safety and consideration of emergency service needs are a component of the study. Use and needs of emergency service responders will be incorporated. The effect that alternatives could have on improving emergency services will be evaluated.
- The study is committed to developing and evaluating a multi-modal system of alternatives including analysis of land use scenarios that can contribute to transportation solutions.
- Both major investment studies currently underway (Glenn Highway MIS and Seward Highway MIS) have advanced to a stage where the basic scope of the improvements has been identified. The scope of the improvements identified by these studies will be incorporated into the MOA’s Transportation Model and assumed as part of the “committed” or “programmed” network.
- Transit frequency will be incorporated into the EAST alternatives to comply, at a minimum, with the frequency goals articulated in Anchorage 2020 (MOA 2001). Alternatives may explore higher frequency levels on expanded routes as part of the alternatives development. Baseline route maps will assume the routes adopted as part of the People Mover Route Restructuring Study. Expansion of the baseline route maps will be explored during alternatives development.
- The land use policy map from Anchorage 2020 (MOA 2001, p. 50) forms the basis for the future land use input into the transportation model. Specific policy language on densities and mix of uses form the basis for all assumptions built into the transportation model. Traffic levels and transit mode share will be modeled to assume that pedestrian-accessible development will occur in accord with the policies and the policy map.
- Problems and needs associated with freight movement in and through the study area will be identified. Alternatives will be evaluated for their affect on freight movement.

Goals and Objectives	How will it be incorporated in EAST?
<ul style="list-style-type: none"> ▪ Anchorage 2020 - Commuter rail and inter-modal transit services tie Anchorage to outlying communities. ▪ Anchorage 2020 - Neighborhood through-traffic movements are minimized. ▪ LRTP - Goal A. Provide a transportation system that enhances the local economic conditions and quality of life. ▪ LRTP - Goal B. Provide a transportation system that promotes public health and improves local air quality and area environmental standards by meeting and exceeding adopted environmental criteria. ▪ LRTP - Goal C. Develop a safe, reliable, and accessible transit system that provides a viable alternative to the automobile. ▪ LRTP - Goal D. Increase transportation system efficiency during peak-hour periods. ▪ LRTP - Goal E. Provide a comprehensive roadway network that moves people and goods in an economical, efficient, and safe manner. ▪ LRTP - Goal F. Provide and maintain complimentary transportation facilities that support alternatives to car usage. 	<ul style="list-style-type: none"> ▪ All reasonable modes of transportation will be evaluated for their effectiveness in providing a balanced transportation system that offers choices for the traveling public. ▪ The relationship between congestion and neighborhood cut-through traffic is evident in Anchorage. Alternatives will examine improvements that reduce neighborhood cut-through traffic in a number of ways including providing a road network with better connectivity and full hierarchy of roadways to encourage appropriate trips on appropriate facilities. Policies with additional guidance on cut-through traffic and neighborhood connectivity (policies 38, 54, and 98) will also be considered. ▪ Evaluation measures will be used to weigh EAST alternatives against each of the objectives identified in the LRTP that support this goal. ▪ EAST will be using outputs from the MOA's Anchorage Transportation Model to provide conceptual-level analysis of air quality parameters to help decision-makers evaluate the alternatives. A range of evaluation criteria will be used to evaluate alternatives. ▪ The team will evaluate this goal against objectives and criteria identified in the LRTP. Recommendations and alternatives will be developed that would achieve a 200% increase in transit ridership. National standards for safety, reliability, and accessibility will be used to develop the transit component to the various system alternatives. Alternatives will be evaluated to achieve the headway goals to the transit focus area population. Such an increase will be assumed to be achieved in traffic analysis. ▪ The primary traffic congestion problems experienced in Anchorage occur during peak periods. The study will focus on increasing transportation efficiency during peak-hour periods through road, transit, pedestrian, system management, and demand management improvements. ▪ The team will evaluate this goal against objectives and criteria identified in the LRTP. ▪ The team will evaluate this goal against objectives and criteria identified in the LRTP.

4.0 References

- Alaska Department of Transportation and Public Facilities (DOT&PF). March 27, 2002. "Draft Vision 2020 Update: The Statewide Transportation Policy Plan." Plans & Projects/ Statewide& Area Plans pages of <www.dot.state.ak.us>. August 2002.
- HDR Alaska, Inc. March 2002. EAST Public Involvement Plan.
- Federal Highway Administration (FHWA). January 29, 1998a. "1998 National Strategic Plan." <<http://www.fhwa.dot.gov/policy/fhplan.html#top>> August 2002.
- Federal Highway Administration (FHWA). January 29, 1998b. Vision statement in the "1998 National Strategic Plan." <<http://www.fhwa.dot.gov/policy/fhplan.html#vision>> August 2002.
- Federal Highway Administration (FHWA). January 29, 1998c. Mission statement in the "1998 National Strategic Plan." <<http://www.fhwa.dot.gov/policy/fhplan.html#mission>> August 2002.
- Federal Highway Administration (FHWA). January 29, 1998d. Strategic goals and objectives in the "1998 National Strategic Plan." <<http://www.fhwa.dot.gov/policy/fhplan.html#goals>> August 2002.
- Federal Highway Administration (FHWA). May 29, 1998. Key priorities of TEA-21. <<http://www.fhwa.dot.gov/tea21/summary.htm>> August 2002.
- Federal Highway Administration (FHWA). July 14, 1998. Summary and Overview of TEA-21. <<http://www.fhwa.dot.gov/tea21/sumover.htm>> August 2002.
- Federal Transit Administration (FTA). March 1998a. Introduction to FTA's "Strategic Plan: 1998-2002." <<http://www.fta.dot.gov/library/intro/sp211.htm>> August 2002.
- Federal Transit Administration (FTA). March 1998a. Strategic/Outcome Performance Goals of FTA's "Strategic Plan: 1998-2002." <<http://www.fta.dot.gov/library/intro/sp21toc.htm>> August 2002.
- Federal Transit Administration (FTA). March 1998c. FTA Vision and Mission Statements. <<http://www.fta.dot.gov/library/intro/sp212.htm>> August 2002.
- Municipality of Anchorage (MOA). February 20, 2001. "Anchorage 2020: Anchorage Bowl Comprehensive Plan."
- Municipality of Anchorage (MOA). April 2001. "2001 Anchorage Bowl Long-Range Transportation Plan." Prepared by the Municipality of Anchorage Planning Department and Traffic Department in cooperation with the State of Alaska Department of Transportation and Public Facilities. Approved by the Anchorage Metropolitan Area Transportation Study Policy Committee April 24, 2001.
- Municipality of Anchorage. November 1991. "Anchorage Bowl Long-Range Transportation Plan. Prepared by the Municipality of Anchorage Planning Department and Traffic Department in cooperation with the State of Alaska Department of Transportation and Public Facilities.